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(54) **FLOATING BUMPER BEAM SYSTEM**

SCHWEBENDES STOSSFÄNGERSYSTEM

SYSTEME DE POUTRE DE PARE-CHOCS FLOTTANTE

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Description

BACKGROUND OF THE INVENTION

Field of the Invention

[0001] The invention relates to a vehicular bumper beam system and, more specifically, to a bumper beam system that maximizes both front and angled barrier low speed impact performance while allowing vehicle rails to be brought forward and closer to an exterior fascia therefor.

Related Art

[0002] Current and future trends in styling for vehicles are tending toward increase curvature on the front (and sometimes) rear ends of vehicles. As this curvature increases, a bumper system for either the front or rear of the vehicle should be configured to effectively shield the transverse face of the vehicle from impact. In known prior art bumper systems, the bumper beam typically comprises a laterally-extending unitary beam member mounted near each end to outer (e.g., forward) ends of vehicle structural rails in a "B-section" bumper beam or flush-mounted in a stamped version of a bumper beam.

[0003] For example, a B-section beam mounts in front of the vehicular structural rails, i.e., to the forward ends thereof and, in order to improve packaging space is end formed. The B-section-type beam works well in frontal barrier impacts because of its high stiffness. But this high stiffness of the B-section-type beam can be detrimental in angled barrier impacts as it increases the load on the structural rails and absorbs less energy from these side direction impacts. In addition, this type of beam takes up more room and reduces the amount of foam that can be used as an energy-absorbing beam.

[0004] Conversely, the stamping-type of beam typically performs worse on frontal barrier impacts as it typically has less stiffness than a B-section-type beam. Further, this type of beam does not perform well in angled barrier impacts because this type of beam is flush-mounted to the rail. However, the stamped-type bumper beam does allow more packaging space within the bumper system to allow for a maximum amount of foam to be added to absorb the energy of an impact.

[0005] An example configuration of a front mounted B-section-type beam is shown in U.S. Patent No. 6,042,163. This reference describes a bumper in which an end piece is welded on the end of a curved beam. The rear wall of the end piece is, in turn, welded to the forward end of structural rails or other components ("stays 23") which extend outward from the vehicle and are used to mount the bumper to the vehicle. The end pieces thus serve to position a curved bumper beam in front of flat-ended structural components extending from the vehicle and to mount the curved bumper beam to those structural components.

[0006] This configuration suffers from a number of deficiencies. To the extent that structural components extending outward from the vehicle (which are typically designed as additional crushable energy-absorbing components) are lengthened to increase their energy-absorbing capability, the design of such end caps requires the bumper to protrude further from the vehicle, thus increasing the overall vehicle length and the overall bulk of the bumper components. This, in turn, limits vehicle designers by limiting any attempts to streamline or otherwise minimize the appearance of the bumper.

[0007] The design of these prior art end pieces also rely on the structure of the B-section beam for their energy management during an offset or corner impact, and do not provide for any additional energy-absorbing structure.

[0008] Finally, the design of these prior art end pieces do not allow an engineer to separately optimize bumper configurations for both forward and offset and corner impacts. With this prior art configuration, designing the B-section-type beam and structural components extending outward from the vehicle to improve forward impact resistance may result in poorer offset or side impact resistance, without allowing the engineer to separately tune or alter the components to adjust for the different types of impacts.

[0009] To achieve 5-star compliance for high speed impact, the length of the vehicle structural rails have been increased without an increase in overall vehicle length.

This has reduced the space available for an effective energy management/bumper system to fit into the available space between a vehicle fascia and the engine components without affecting styling (such as that required when the vehicle fascia has a high degree of curvature).

Moreover, in such highspeed impacts, the structural rails are designed to carry much of the energy. A component that allows the engineer to direct the energy away from the bumper beam and more directly to the structural rails, or to provide a separate "crush space" with different parameters or characteristics than those of the bumper beam in front of the structural rails, would therefore be advantageous.

[0010] DE 296 22 715 U discloses a bumper beam system according to the first part of claim 1.

SUMMARY OF THE INVENTION

[0011] The invention relates to a vehicular bumper beam system according to claim 1 and, more specifically, to a bumper beam system that maximizes both front and angled barrier low speed impact performance while allowing vehicle rails to be brought forward and closer to an exterior fascia therefor and, thus, requires a lower vehicle length. The invention overcomes the limitations of the prior art by contemplating a "floating" center beam which is interconnected to vehicular rails by adapter elements, referred to as end caps which provide many benefits over prior art bumper systems.

[0012] According to a second aspect the invention relates to a method of altering the impact resistance of a bumper beam assembly as specified in claims 8, 10 and 12, respectively.

[0013] Other objects, features, and advantages of the invention will be apparent from the ensuing description in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

[0014] In the drawings:

FIG. 1 is a top schematic view of a floating bumper beam assembly comprising a pair of end caps mounted to vehicular rails which are interconnected by a floating center beam according to the invention shown disposed within a vehicle fascia having a high degree of curvature;

FIG. 2 is a top schematic view of a floating bumper beam assembly of FIG. 1 comprising a pair of end caps mounted to vehicular rails which are interconnected by a floating center beam;

FIG. 3 is a cross-sectional view taken along lines 3-3 of FIG. 2;

FIG. 4 is a graph showing a force-distance analysis for a typical impact on a vehicle having a short vehicular structural rail configuration; and

FIG. 5 is a graph showing a force-distance analysis for a typical impact on a vehicle having a long vehicular structural rail configuration.

DETAILED DESCRIPTION

[0015] The invention relates to a vehicular bumper beam system and, more specifically, to a bumper beam system that maximizes both front and angled barrier low speed impact performance while allowing vehicle rails to be brought forward and closer to an exterior fascia therefor. Specifically, FIG. 1 shows a floating bumper beam assembly 10 comprising a pair of end caps 12 mounted to structural components extending outward from the vehicle, such as vehicular rails 14, which end caps are interconnected by a floating center beam 16 according to the invention. In this specification, since such bumper assemblies can be used at either end of the vehicle, "in front of" refers not to the front of the vehicle, but to the orientation of the outer end or external-most section of the bumper assembly or vehicle fascia.

[0016] The bumper beam assembly is shown located within a vehicle fascia 18 and in front of other vehicle components 20 thus disposed within a "packaging" space 22 within the vehicle.

[0017] The end caps 12 include a first mounting flange 24 provided with suitable mounting apertures 26. The first mounting flange 24 receives an end of a rail 14 and is mounted thereto by any known fashion, such as by conventional fasteners which pass through apertures in the rails 14 aligned with the mounting apertures 26 in the

first mounting flange (24).

[0018] The end caps 12 also include a second mounting flange 28 provided with a suitable mounting portion for receiving ends 30 of the center beam 16. The ends 30 of the center beam 16 are received onto and/or into the suitable mounting portion of the second mounting flange 28 and fastened thereto by any suitable means including fasteners, welding, riveting, bolting, etc. The second mounting flange 28 preferably opens in a direction that is transverse to the first mounting flange 24, and generally perpendicular thereto. Each end cap 12 preferably has a second mounting flange 28 on one rail 14 that faces the second mounting flange 28 on the opposing end cap 12 located on the other rail 14.

[0019] As best shown in FIG. 3, the end 30 of the center beam 16 is received within the second mounting flange 28 of the end cap 12 and fastened thereto by several stitch welds 32 at suitable locations. It should be noted that walls of the second mounting flange 28 can be squeezed tight against the end 30 of the center beam 16 for tightening the interconnection between the center beam 16 and the end cap 12 by the welds 32.

[0020] Preferably, each rail 14 receives an end cap 12 via the first mounting flange 24 as described above and the ends 30 of the center beam are each mounted to the second mounting flange 28. Thus, the bumper beam system 10, according to the invention, locates the center beam 16 intermediate the typical known locations of a forwardly-located position in a B-section type bumper and the flush-mount position of a stamped-type bumper. This intermediate positioning is accomplished by the forward spacing from the ends of the rails 14 provided by the first mounting flange 24 of the end caps 12 and the inwardly lateral spacing provided by the second mounting flange 28. The forward and lateral spacing between the first and second mounting flanges 24 and 28 provide this intermediate spacing.

[0021] This intermediate positioning of the center beam 16 has been found to utilize the best positioning of both known prior art configurations (B-section- and stamped-type prior art beams) to absorb energy in both frontal barrier impacts, as well as in 30-degree barrier impacts.

[0022] The inventive bumper beam system 10 provides the stiffness of the B-section-type beam for frontal barrier impacts, as well as provides a better energy management system for the angled barrier impacts. Because the bumper beam system 10 is not flush-mounted to the rails 14, there is available space between the center beam 16 interior surface and the ends of the rails 14 for a "crush zone" thus absorbing energy. The bumper beam assembly 10 also allows the provision of a foam energy absorber as is known in the art, more so than a B-section-type beam allows, but less than a stamped-type beam. Further, since the end caps 12 can crush and thereby absorb energy, the need for large amounts of a foam energy absorber, and indeed, for a foam absorber at all, is reduced.

[0023] The bumper beam system 10 further permits great flexibility in "tuning" the system to a particular vehicle's energy-absorbing needs independently such as in the areas of foam thickness and crush space. Various parameters for the end caps 12 can thereby be selected for each system 10 to allow it to begin crushing at a desired time to protect the rails 14 and other damageable systems, such as the components 22.

[0024] These configurable and preselectable parameters include the type and thickness of the material making up the falls of the end caps 12, the provision of strengthening ribs thereon, and areas of weakness (such as thin plate areas and apertures in the end caps 12) can be added in predetermined areas on the end caps 12 to have the method of crush styled to maximize energy absorption for impacts from the frontal and angled barriers.

[0025] According to the invention, the center beam 16 of the bumper beam system 10 does not load the rails 14 directly, but rather is interconnected to the rails 14 via the crushable end caps 12. This differs from known prior art bumper systems which typically mount a unitary member directly to the rails. The center beam 16 herein "floats" between the rails, and can be stiffened to the point where it is nearly rigid. In this case, the end caps 12 can be tuned as described above to collapse and absorb energy during both frontal and angled barrier impacts. As used herein, mounting of the center beam "between" structural components extending outward from the vehicles, such as vehicle rails 14, means that the center beam is disposed anywhere between the vertical planes set by those structural components, including any desired distance fore and aft of the ends of those structural components. As shown in Fig. 1, for example, the center beam 16 can extend some distance forward of the vehicle rails 14 while being considered "between" those rails.

[0026] Thus, with the new vehicular designs being advanced today, the inventive bumper beam system 10 described herein is not limited by changes in vehicle styling (e.g., vehicle frontal curvature) to package an energy absorbing beam.

[0027] In one vehicular example, the distance between the ends of the rails 14 and the outer fascia 18 is about 30mm. An average prior art B-section beam requires 70 mm of clearance, and even when if the B-section beam is end formed to fit its ends within the 30 mm clearance space, there remains a need to be above 30 mm at the ends of the beam (calling into mind that a B-section-type beam has a stiffness to have no energy management in that 30 mm, it is actually stiffer than the rails at that point). Because foam is typically needed within this package space, more than even the 30 mm end clearance is needed.

[0028] The stamped-type beam version as known in the prior art can provide clearance at the corners of the beam for foam, but usually requires higher packaging space behind the rail for other components 22 like the cooling system. Those parts need to be protected and in the case of the cooling system need to have a substantial

air gap for full function.

[0029] The inventive bumper beam assembly 10 described herein can achieve frontal and angled impact absorbency goals without requiring a foam introduction layer. Overall, this design will allow the automobile manufacturers to continue using more aggressive styling without sacrificing safety. Because safety is the utmost concern, compromises are made with respect to prior art bumper systems to ensure compliance with safety regulations. With the inventive system 10 disclosed herein, the need for this compromise is greatly reduced.

[0030] Automobile manufacturers continuously tend to increase the curvature of the front ends of vehicles, thereby reducing the available bumper packaging space. An advantage of the present invention is that the configuration of the end caps 12 extends the effective length of the rails 14 which thereby increases the ability of the rails 14 to absorb energy in a high speed impact. The longer the rail 14, the more effectively it performs and the less impact it imparts to passengers in the vehicle. Thus, by designing the end caps 12 with a crush space having appropriate parameters in front of the structural rail 14 or other such component, an engineer can improve high impact performance of the bumper assembly over conventional bumpers as well, and vary the high impact performance of the bumper assembly independent of the low impact performance.

[0031] As best described with reference to the fictional data portrayed in FIGS. 4 and 5 in engineering terms, the bumper system 10 described herein allows the crush of the rails 14 to occur over a longer distance. As energy is equal to force times distance traveled, with a fixed amount of energy, the more distance you can travel, the less force is generated (see FIG. 4 for shorter rails as compared to the force absorbed with longer rails in FIG. 5).

[0032] The inventive bumper system 10 also reduces the effective weight of the bumper because the length of the center beam is reduced while the thickness of the material making up the center beam can be optimally selected for stiffness to frontal barrier impacts.

[0033] It is well known that the primary method to increase the stiffness of a bumper beam beyond currently-produced high strength steels is to increase the material thickness. In prior art beams, that meant that to improve the beam the material thickness of the whole beam had to be increased. Now, in the inventive bumper beam system 10 described herein, only the center beam 16 needs to be changed - the end caps 12 can be left as is and serve as an adapter element for mounting the center beam 16 to the rails 14. The end caps 12 can have a different material thickness and can, perhaps, be themselves optimized to handle angled impacts thereon.

[0034] This invention has several additional advantages over the prior art. First, the rails 14 can be brought forward with respect to the vehicle (not shown) to maximize the length of the rails 14 for more effective handling of high speed impacts without constricting packaging

space for the beam, any foam-substructure or a fascia therefor. Second, the floating center beam 16 has a high stiffness factor for frontal barrier impact. Third, the end caps 12 can be individually tuned for maximum energy absorption from an angled barrier impact. Fourth, this invention provides for a reduction in overall weight of a vehicular bumper beam system 10 by allowing the length of the center beam 16 to be reduced while material thickness is optimized for stiffness to frontal barrier. Fifth, the foam energy absorber, typically found in vehicular bumper beam assemblies, can be either reduced in size or eliminated altogether in the area of angled barrier impact.

[0035] An critically important feature of this invention is that the components of the floating bumper beam assembly (i.e., the center beam 16 and end caps 12) can be individually tuned to maximum effectiveness for meeting specific areas of Motor Vehicle Safety Standards (MVSS) and Insurance Institute of Highway Safety (IIHS) for low speed impact compliance, while at the same time, the rails 14 can be brought forward to improve MVSS high speed impact requirements.

[0036] The end caps can, of course, be modified in any manner by the designer including by placing them at some position other than then ends of either the center beam or the structural rails or other component extending outward from the vehicle without departing from this invention.

[0037] While the invention has been specifically described in connection with certain specific embodiments thereof, it is to be understood that this is by way of illustration and not of limitation, and the scope of the appended claims should be construed as broadly as the prior art will permit.

Claims

1. A bumper beam assembly (10) comprising a center beam (16) and at least two end caps (12) that mount the center beam (16) between structural components (14) extending outward from a vehicle **characterized in that** the end caps (12) have a first aperture adapted to receive ends of the structural components (14) extending outward from a vehicle and a second aperture adapted to receive opposing ends of the center beam (16).
2. The bumper beam assembly of claim 1 wherein the end caps (12) include crush zones.
3. The bumper beam assembly of claim 2 wherein the crush zones are located outside of the structural components (14) extending outward from a vehicle.
4. The bumper assembly of claim 2 wherein the crush zones are located in front of the structural components (14) extending outward from a vehicle.

5. The bumper beam assembly of claim 1 wherein the center beam (16) is a B-section-type beam.
6. The bumper beam assembly of claim 1 wherein the center beam (16) is disposed within the vertical plane formed by the ends of the structural components (14) extending outward from a vehicle.
7. The bumper beam assembly of claim 1 wherein the outward surface of the end caps (12) are curved or angled to accommodate a curved fascia (18) mounted thereto.
8. A method of selectively altering corner or offset impact resistance of a bumper beam assembly (10) separate from the bumper beam assembly's front impact resistance, the bumper beam assembly configured for mounting to outwardly-projecting structural components (14) of a vehicle, said assembly comprising a beam (16) mounted between the structural components (14) and at least two end caps (12) for mounting the beam to the structural components, each of the end caps (12) having a first aperture adapted to receive an end of one of the structural components (14) and a second aperture for receiving an end of the beam (16), the method comprising providing crush zones in the end caps (12) and adjusting parameters for said end caps to alter the side or offset impact resistance.
9. The method of claim 8 wherein the crush zones in the end caps (12) are located outside of the structural components (14) extending outward from a vehicle.
10. A method of selectively altering front impact resistance of a bumper beam assembly (10), said assembly comprising a beam (16) and at least two end caps (12) that mount the beam to structural components (14) extending outward from a vehicle, the end caps (12) being configured to receive therein both an end of one of the structural components (14) and an end of the beam (16), wherein the method comprises adjusting parameters for the center beam (16) to alter the front impact resistance independent of the corner or offset impact resistance of the end caps (12) and structural components (14) extending outward from the vehicle.
11. The method of claim 10 wherein additional crush zones are located in the end caps (12) outside of the structural components (14) extending outward from a vehicle.
12. A method of selectively altering front high impact resistance of a bumper beam assembly (10) separate from the bumper beam assembly's front low impact resistance, said assembly comprising a beam (16) and at least two end caps (12) that mount the beam

between structural components (14) extending outward from a vehicle, each of the end caps (12) configured to couple the beam (16) to the structural components (14) by receiving an end of the beam and an end of a structural component within the end cap (12), the method comprising incorporating crush zones in said end caps in front of the structural components and altering parameters of said crush zones.

13. The method of claim 12 wherein additional crush zones are located in the end caps (12) outside of the structural components (14) extending outward from a vehicle.

Patentansprüche

1. Stoßstangenträgeranordnung (10), umfassend einen Mittelträger (16) und mindestens zwei Endkappen (12), die den Mittelträger (16) zwischen Strukturelementen (14) befestigen, die von einem Fahrzeug nach außen vorstehen, **dadurch gekennzeichnet, dass** die Endkappen (12) eine erste Öffnung haben, die dazu geeignet ist, Enden der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) aufzunehmen, sowie eine zweite Öffnung, die dazu geeignet ist, entgegengesetzte Enden des Mittelträgers (16) aufzunehmen.
2. Stoßstangenträgeranordnung nach Anspruch 1, wobei die Endkappen (12) Knautschzonen enthalten.
3. Stoßstangenträgeranordnung nach Anspruch 2, wobei die Knautschzonen außerhalb der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) liegen.
4. Stoßstangenträgeranordnung nach Anspruch 2, wobei die Knautschzonen vor den von einem Fahrzeug nach außen vorstehenden Strukturelementen (14) liegen.
5. Stoßstangenträgeranordnung nach Anspruch 1, wobei der Mittelträger (16) ein Träger mit B-förmigem Querschnitt ist.
6. Stoßstangenträgeranordnung nach Anspruch 1, wobei der Mittelträger (16) in der vertikalen Ebene angeordnet ist, die von den Enden der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) gebildet wird.
7. Stoßstangenträgeranordnung nach Anspruch 1, wobei die äußere Oberfläche der Endkappen (12) gebogen oder abgewinkelt ist, um eine daran angebrachte gebogene Stoßstangenverkleidung (18) aufzunehmen.
8. Verfahren zum selektiven Ändern einer Eck- oder Offset-Aufprall-Festigkeit einer Stoßstangenträgeranordnung (10) unabhängig von der Frontal-Aufprall-Festigkeit der Stoßstangenträgeranordnung, wobei die Stoßstangenträgeranordnung so konfiguriert ist, dass sie an nach außen vorstehenden Strukturelementen (14) eines Fahrzeugs befestigt werden kann, wobei die genannte Anordnung einen Träger (16) umfasst, der zwischen den Strukturelementen (14) und mindestens zwei Endkappen (12) zum Befestigen des Trägers an den Strukturelementen befestigt ist, wobei jede der Endkappen (12) eine erste Öffnung hat, die dazu geeignet ist, ein Ende eines der Strukturelemente (14) aufzunehmen, sowie eine zweite Öffnung zur Aufnahme eines Endes des Trägers (16), wobei das Verfahren das Vorsehen von Knautschzonen in den Endkappen (12) und das Einstellen von Parametern für die genannten Endkappen umfasst, um die Seiten- oder Offset-Aufprall-Festigkeit zu ändern.
9. Verfahren nach Anspruch 8, wobei die Knautschzonen in den Endkappen (12) außerhalb der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) liegen.
10. Verfahren zum selektiven Ändern der Frontal-Aufprall-Festigkeit einer Stoßstangenträgeranordnung (10), wobei die Anordnung einen Träger (16) und mindestens zwei Endkappen (12) umfasst, die den Träger an nach außen von einem Fahrzeug vorstehenden Strukturelementen (14) befestigen, wobei die Endkappen (12) so konfiguriert sind, dass sie sowohl ein Ende eines der Strukturelemente (14) als auch ein Ende des Trägers (16) aufnehmen, wobei das Verfahren das Einstellen von Parametern für den Mittelträger (16) umfasst, um die Frontal-Aufprall-Festigkeit unabhängig von der Eck- oder Offset-Aufprall-Festigkeit der Endkappen (12) und der von dem Fahrzeug nach außen vorstehenden Strukturelemente (14) zu ändern.
11. Verfahren nach Anspruch 10, wobei zusätzliche Knautschzonen in den Endkappen (12) außerhalb der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) liegen.
12. Verfahren zum selektiven Ändern einer Festigkeit einer Stoßstangenträgeranordnung (10) bei einem starken Frontal-Aufprall getrennt von der Festigkeit der Stoßstangenträgeranordnung bei einem leichten Frontal-Aufprall, wobei die Anordnung einen Träger (16) und mindestens zwei Endkappen (12) umfasst, die den Träger zwischen von einem Fahrzeug nach außen vorstehenden Strukturelementen (14) befestigen, wobei jede der Endkappen (12) so konfiguriert ist, dass sie den Träger (16) mit den Strukturelementen (14) verbindet, indem sie ein Ende des

Trägers und ein Ende eines Strukturelements in der Endkappe (12) aufnimmt, wobei das Verfahren die Aufnahme von Knautschzonen in den genannten Endkappen vor den Strukturelementen und das Ändern von Parametern der genannten Knautschzonen umfasst.

13. Verfahren nach Anspruch 12, wobei zusätzliche Knautschzonen in den Endkappen (12) außerhalb der von einem Fahrzeug nach außen vorstehenden Strukturelemente (14) angeordnet sind.

Revendications

1. Ensemble de poutre de pare-chocs (10) comprenant une poutre centrale (16) et au moins deux chapes d'extrémité (12) qui fixent la poutre centrale (16) entre des composants structuraux (14) s'étendant vers l'extérieur par rapport à un véhicule, **caractérisé en ce que** les chapes d'extrémité (12) comportent une première ouverture conçue pour recevoir des extrémités des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule, et une deuxième ouverture conçue pour recevoir les extrémités opposées de la poutre centrale (16).
2. Ensemble de poutre de pare-chocs selon la revendication 1, dans lequel les chapes d'extrémité (12) comprennent des zones d'écrasement.
3. Ensemble de poutre de pare-chocs selon la revendication 2, dans lequel les zones d'écrasement sont situées à l'extérieur des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
4. Ensemble de poutre de pare-chocs selon la revendication 2, dans lequel les zones d'écrasement sont situées en avant des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
5. Ensemble de poutre de pare-chocs selon la revendication 1, dans lequel la poutre centrale (16) est une poutre du type à section en forme de B.
6. Ensemble de poutre de pare-chocs selon la revendication 1, dans lequel la poutre centrale (16) est disposée dans le plan vertical formé par les extrémités des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
7. Ensemble de poutre de pare-chocs selon la revendication 1, dans lequel la surface extérieure des chapes d'extrémité (12) est incurvée ou forme un angle pour s'adapter à une façade courbe (18) fixée sur celles-ci.

8. Procédé de modification sélective d'une résistance à un impact de coin ou décalé d'un ensemble de poutre de pare-chocs (10) distincte de la résistance à un impact frontal d'un ensemble de poutre de pare-chocs, l'ensemble de poutre de pare-chocs étant configuré pour être fixé sur des composants structuraux dépassant vers l'extérieur (14) d'un véhicule, ledit ensemble comprenant une poutre (16) fixée entre les composants structuraux (14) et au moins deux chapes d'extrémité (12) destinées à fixer la poutre sur les composants structuraux, chacune des chapes d'extrémité (12) comportant une première ouverture conçue pour recevoir une extrémité d'un des composants structuraux (14) et une deuxième ouverture destinée à recevoir une extrémité de la poutre (16), ledit procédé comprenant la fourniture de zones d'écrasement dans les chapes d'extrémité (12), et le réglage de paramètres pour lesdites chapes d'extrémité afin de modifier la résistance à un impact latéral ou décalé.
9. Procédé selon la revendication 8, dans lequel les zones d'écrasement dans les chapes d'extrémité (12) sont situées à l'extérieur des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
10. Procédé de modification sélective d'une résistance à un impact frontal d'un ensemble de poutre de pare-chocs (10), ledit ensemble comprenant une poutre (16) et au moins deux chapes d'extrémité (12) qui fixent la poutre sur les composants structuraux (14) s'étendant vers l'extérieur par rapport à un véhicule, les chapes d'extrémité (12) étant configurées pour recevoir tous les deux une extrémité d'un des composants structuraux (14) et une extrémité de la poutre (16), ledit procédé comprenant le réglage de paramètres pour la poutre centrale (16) afin de modifier la résistance à un impact frontal indépendamment de la résistance à un impact de coin ou décalé des chapes d'extrémité (12) et des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
11. Procédé selon la revendication 10, dans lequel des zones d'écrasement supplémentaires sont situées dans les chapes d'extrémité (12) à l'extérieur des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.
12. Procédé de modification sélective d'une résistance à un impact élevé frontal d'un ensemble de poutre de pare-chocs (10) distincte de la résistance à un impact faible frontal de l'ensemble de poutre de pare-chocs, ledit ensemble comprenant une poutre (16) et au moins deux chapes d'extrémité (12) qui fixent la poutre entre les composants structuraux (14) s'étendant vers l'extérieur par rapport à un véhicule,

chacune des chapes d'extrémité (12) étant configurée pour relier la poutre (16) aux composants structuraux (14) en recevant une extrémité de la poutre et une extrémité d'un composant structurel à l'intérieur de la chape d'extrémité (12), ledit procédé comprenant l'incorporation de zones d'écrasement dans lesdites chapes d'extrémité en avant des composants structuraux, et la modification de paramètres desdites zones d'écrasement.

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- 13.** Procédé selon la revendication 12, dans lequel des zones d'écrasement supplémentaires sont situées dans les chapes d'extrémité (12) à l'extérieur des composants structuraux (14) s'étendant vers l'extérieur par rapport au véhicule.

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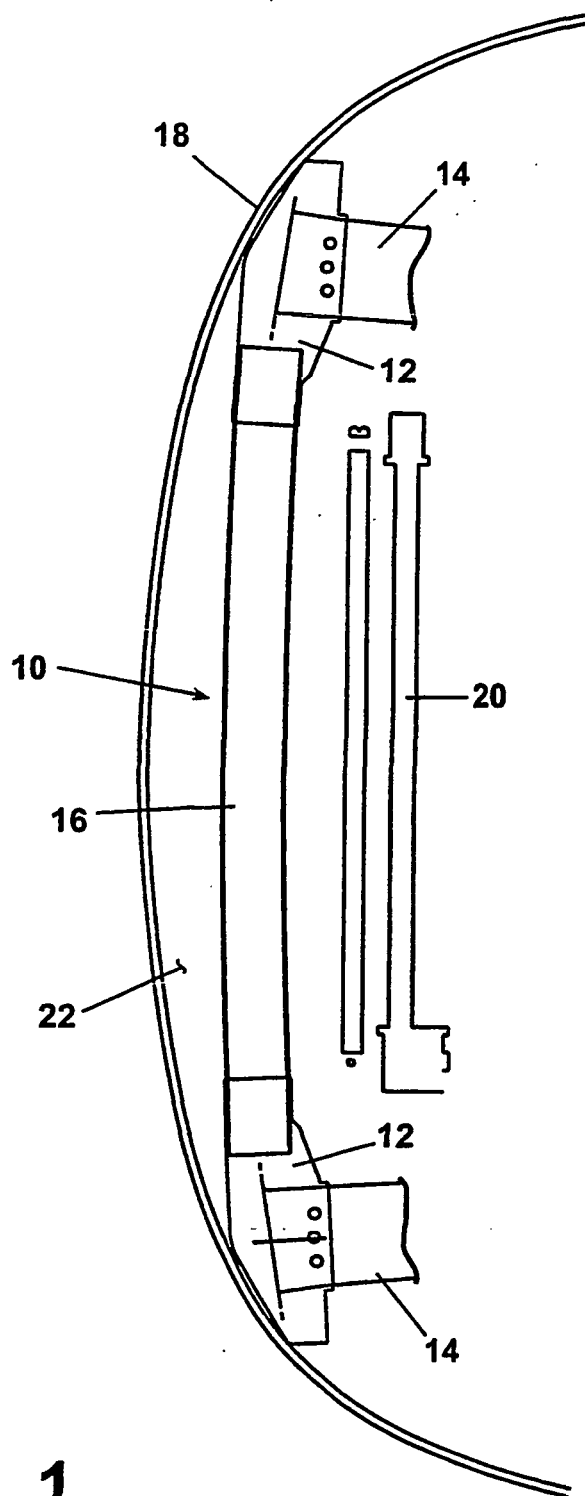


Fig. 1

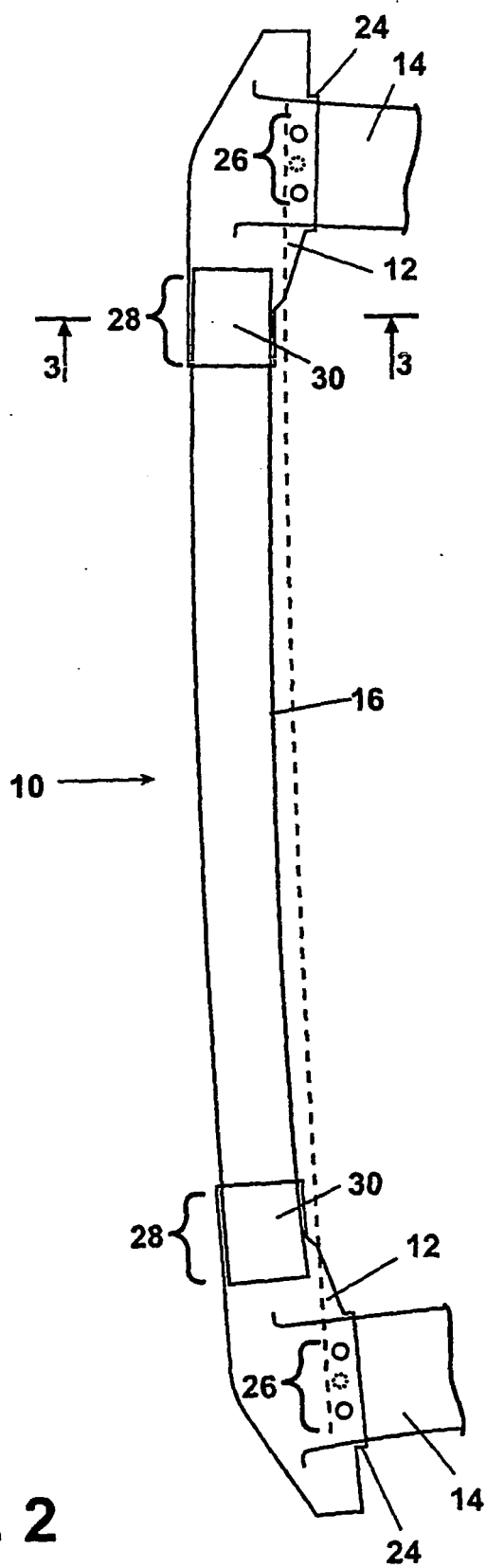


Fig. 2

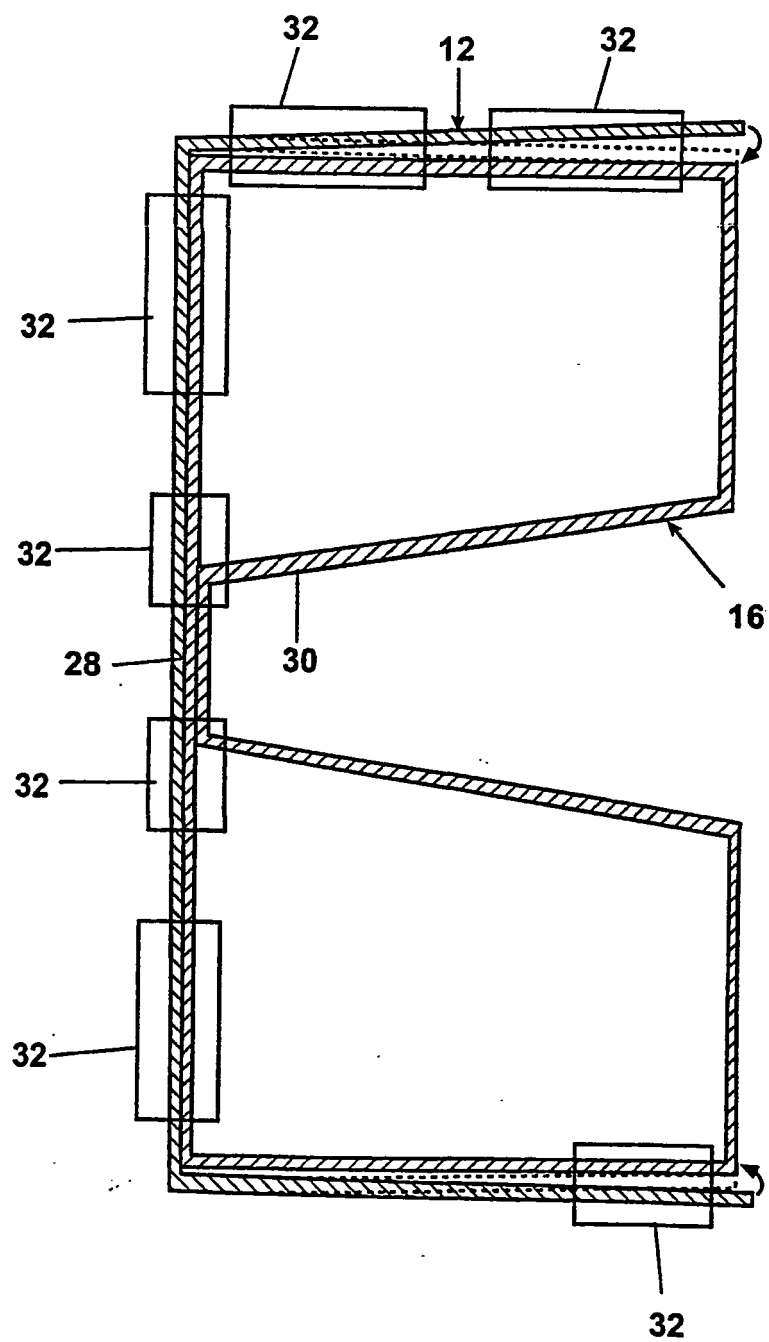


Fig. 3

Fig. 4

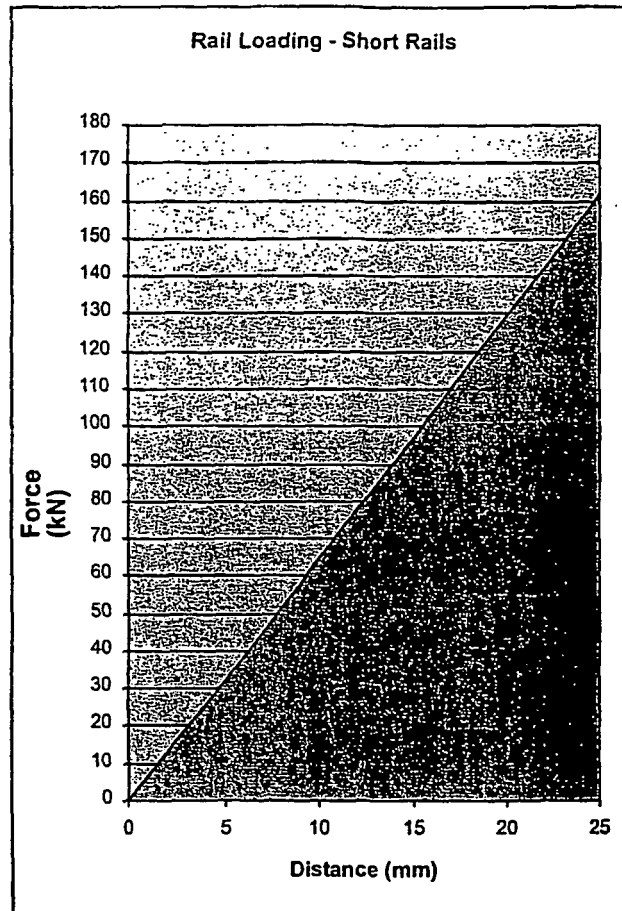
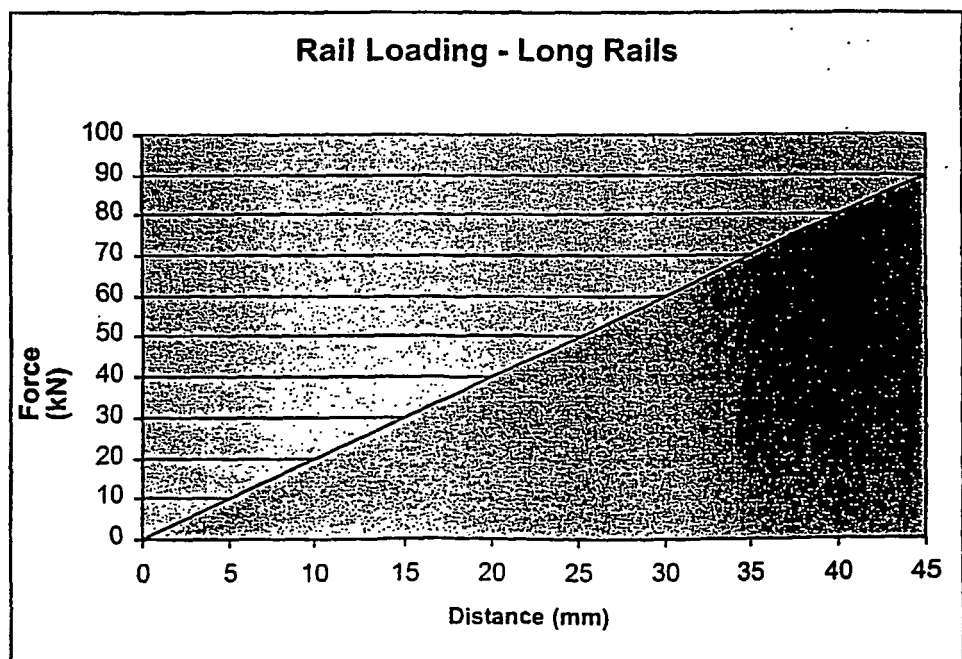


Fig. 5



REFERENCES CITED IN THE DESCRIPTION

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